**South Mountain Corridor Study**
**Citizens Advisory Team Meeting**
**March 18, 2008**
**Parking Lot Issues**

The following questions or issues were brought forward as part of the February 28, 2007, Citizens Advisory Team meeting and designated as "parking lot issues" because the study team needed to perform research in order to address the question or issue accordingly. Below each "parking lot issue" is addressed by showing the CAT member question followed by the Arizona Department of Transportation's written response.

This document is divided into two sections. Immediately following are those questions, which have ADOT responses. At the end of the document are those questions, which will have responses in a future parking lot issue memorandum.

| **Questions addressed in this parking lot issues memorandum** | |
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| **Profile options along Pecos Road** | **CAT Member:** Why haven't the direct impacts of a below-ground profile in the Desert Foothills area been studied? Can these impacts be quantified?<br><br>**ADOT Response:** The impacts associated with the below-ground profile were analyzed for the entire Pecos Road section. Initial impact assessment of the below ground profile near Desert Foothills Parkway revealed that most impacts would be greater when compared to the other profiles without achieving the desired benefit. The total impacts associated with a below-ground profile in the Desert Foothills Parkway area are presented in the accompanying memorandum. |
| | **Public Written Question:** On October 8, 1985, Prop 300 was submitted to the voters for approval. On October 9, 1985, the Lakewood Map of Dedication was filed with the Maricopa County Recorder's Office and it allowed for nearly 300 feet of setback from GRIC property for easements, right-of-way, etc. Yet when I look at the "proposed Loop 202 on Pecos Road" ADOT map, the first house west of the Kyrene De Los Lagos Elementary School, located at 3439 E. Cedarwood Lane is in the "take zone" and its front property line is nearly 400 feet from the GRIC border. Why are the homes just west of the Kyrene De Los Lagos Elementary School that abut Pecos Road in the "take zone" down to 32nd Street–which isn't even an exit ramp per the ADOT maps?<br><br>**ADOT Response:** The original freeway envisioned in the late 1980s only included 3 lanes in each direction. The current plan would ultimately provide 5 lanes in each direction. The additional lanes require more right-of-way and also require a larger drainage system to handle on-site water. Also, the current plan still provides a bridge over 32nd Street even though no ramps are provided. |

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| **Profile options along Pecos Road (continued)** | **CAT Written Comment:** Desert land in Scottsdale is selling for $100,000 per acre. You are demolishing some 300-400 acres of desert for a freeway. The citizens of Phoenix are financing the freeway to the tune of $30-40 million. Is this cost ever factored into the budget in some way?<br><br>**ADOT Response:** Yes, the cost of right-of-way for the proposed freeway is included in the analysis. These costs are a very important component in ADOT's life cycle programming and project cost estimating practices.<br><br>Besides funding from municipal sources, federal and state funding would also be used for this project. This is because the proposed freeway would benefit the regional movement of goods, services, and people in an effective manner that benefits the local, regional, and national economy. |
| | **CAT Written Comment:** What are the design considerations for preventing vector control (mosquito and rodent) issues from occurring?<br><br>**ADOT Response:** The ADOT *Roadway Design Guidelines*, Section 609 – Drainage Basins, states "No basin shall be designed to retain standing water longer than 36 hours after the 24-hour design storm has passed without the approval of the Roadway Drainage Section Manager." This is accomplished by analyzing the permeability of the soil and determining how much water would seep into the ground water. Any additional water would need to either be discharged back into the channel system or pumped out of the basin. |
| **Right-of-way** | **Public Written Question:** If the freeway goes in on Pecos Road, do homeowners who get a large wall next to them (with a noisy freeway on the other side) get compensated for loss of property value?<br><br>**ADOT Response:** Property owners are compensated when ADOT acquires a portion of the property or the complete parcel. The property owners are paid fair-market value for the land, which includes existing improvements on this land, and are also compensated for relocation costs. Property owners whose properties are not within the needed right-of-way for a freeway will not be compensated.<br><br>There have been studies conducted to determine how property value is affected when a freeway is located in close proximity. The conclusions from the studies have been varied with a general determination that these properties do not depreciate; however, the rate of appreciation may be slightly less than homes that are a few blocks away. |

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| **Right-of-way (continued)** | **Public Written Question:** I have 20 acres between the Main Ridge North and the Main Ridge South, east of the power lines. What is the impact on my property?<br><br>**ADOT Response:** This information was forwarded to Pete Eno with the ADOT Right-of-Way Group. He will be contacting you to help you determine how the proposed Pecos Road Alignment would relate to your property. |
| | **Public Written Comment:** Please send data to me regarding lots and homes that were purchased and where they are.<br><br>**ADOT Response:** The information requested was e-mailed on March 5, 2008, by Timothy Tait to the person who wrote the written comment. |
| **Alternatives screening** | **Public Written Question:** When a topic that has been eliminated according to you, does that mean it won't be supported during the final decision?<br><br>**ADOT Response:** Some of the alignments and profile options for this proposed freeway have been removed from consideration because it was determined that there was another alternative or a certain profile option that had fewer impacts or better addressed the project's purpose and need. When the Draft Environmental Impact Statement is released for public review, the public will have an opportunity to review the information associated with the development of the proposed South Mountain Freeway alignments and submit comments, which will be included as part of the public record.<br><br>Since this is a discovery process, if new or other updated information is identified (even after the Draft EIS is released) then that information is considered and evaluated as the project moves forward. |
| | **CAT Member:** Did ADOT construct the Kino Parkway in Tucson?<br><br>**ADOT Response:** Kino Parkway was constructed and is maintained by the City of Tucson. It was initially envisioned to be an interstate route, but ultimately was not constructed as such. |

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| **Environmental issues** | **CAT Member:** On slide 53, the text states that there are no documented wildlife migration routes. On what evidence is this based?<br><br>**ADOT Response:** The evidence was supported by Arizona Game & Fish and the U.S. Fish & Wildlife Service as first evidenced by qualified field biologists. The issue is that of "major" migration corridors versus the movement of wildlife for "life requirements". While there are no major migration corridors, wildlife use the area and move through the area for life requirements.<br><br>This topic will be further addressed in the currently scheduled April 17, 2008, CAT meeting as part of the biological resources presentation. |
| | **CAT Member:** There are a number of migration corridors that wildlife use in between the South Mountains and other areas. How would this be addressed? Will we discuss the impact on vegetation during this same discussion?<br><br>**ADOT Response:** These topics will be addressed in the currently scheduled April 17, 2008, CAT meeting as part of the biological resources presentation. |
| **Profile options at the South Mountains' ridges** | **CAT Member:** When are you going to talk about open excavation? What would you do with the excess material?<br><br>**ADOT Response:** The process for removing the cut area would begin with bulldozers excavating the upper 20 to 30 feet of the mountain. Loaders and rock trucks would remove the excavated material from the area. When harder rock is encountered, it is anticipated that blasting would be required. Blasting would be done according to standard regulations with respect to vibration limits. Again, the rubble would be removed from the area. It is anticipated that almost all of the excavated rock and soil would be used in fill areas along the freeway corridor. In some instances, the excavated material is recycled into other portions of the project, such as for riprap or structural backfill.Similar types of operations have been used on the Hoover Dam Bypass Project, US 93 near Kingman, State Route 51 in Phoenix and State Route 87 north of Fountain Hills. (See attachment for excavation photos from the Hoover Dam Bypass Project). |

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| **Design** | **Public Written Question:** There are two lanes in each direction between Phoenix to Tucson and Phoenix to Los Angeles. Is it realistic to think five lanes in each direction are required for a city bypass?<br><br>**ADOT Response:** The number of lanes between Tucson and Phoenix and Los Angeles and Phoenix has only indirect application for the need of the number of lanes for the proposed South Mountain Freeway. The purpose of this freeway is not a city bypass but to better serve regional mobility. It is projected that the future traffic demand for the freeway would require the ultimate lane configuration of 4 general purpose lanes and 1 high-occupancy vehicle lane in each direction. In addition, I-10 is currently planned to be widened between Phoenix and Tucson as well as between Loop 101 and SR 85 in the west valley. SR 85 between I-10 and I-8, which is currently signed as the truck bypass for Phoenix, will also be widened. |
| **Miscellaneous** | **CAT Member:** In an ADOT rebuttal to a recent article the traffic vehicle count was up to 190,000 for vehicular usage of the South Mountain Freeway in 2030. But tonight, you said a different number. What is the difference?<br><br>**ADOT Response:** The 2030 traffic projections would vary along the South Mountain Freeway. Bob Hazlett of MAG distributed a volume strip map at the December 13, 2007, South Mountain Citizens Advisory Team meeting (this is available on the project Web site at www.azdot.gov/ValleyFreeways). It shows that the lowest volume (136,500 vehicles per day) would occur just south of I-10 near Van Buren Street; the highest volume (189,200 vehicles per day) would occur just south of the proposed State Route 801. Also, 165,000 vehicles per day would pass through the South Mountains and between 40th and 24th streets. |
| | **Public Written Question:** When was the DEIS for the proposed SMF on Pecos Road released for internal review to FHWA, MAG, and the various other governmental agencies that need to approve the document before it is made public?<br><br>**ADOT Response:** The first version of the administrative Draft Environmental Impact Statement was provided to ADOT in August of 2006. FHWA and MAG received their initial version for review in January of 2007. |
| | **Public Written Question:** Will the window of opportunity for ADOT to negotiate with the GRIC for a potential placement of the "proposed SMF" on their property close once the DEIS is released or will there be another chance for ADOT at the 11th hour?<br><br>**ADOT Response:** The final decision on the location of the preferred alternative would not be made until the Record of Decision. There would still be opportunity for changes to the proposed freeway location after the DEIS is released to the public. |

| Questions to be addressed in a future parking lot issues memorandum | |
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| **Profile options at the South Mountains' ridges** | **CAT Member:** It seems that our original CAT meetings brought to light some issues that we are still not seeing ADOT address. Such is the case tonight when we are shown the photos of the cuts through the ridges. The problem with this is that the aerial is shown to us at an angle that is straight on. But showing us this angle, it doesn't allow us to see the most environmentally sensitive portions of the ridge cut, the area between the ridges. |
| | **CAT Member:** Can you give me an example of a worst case slope that was engineered and the issues that it might be having 20 years later? |
| | **CAT Member:** You talk about the width of the tunnels that were studied for this project. How wide are the comparable tunnels in the United States and other countries? |
| **Alternative screening** | **CAT Member:** I have a question regarding slide 12. The second bullet states that the Parkway Alternative was eliminated due to similar impacts as a freeway alternative being constructed. What impacts are you comparing? What would be the housing displacement, costs and width of the parkway alternative? |
| | **CAT Member:** On slide 19, you showed the Riggs Road and the SR 85 to I-8 alternatives. Wasn't there an alternative that was geographically between these two alternatives? |
| | **CAT Member:** On the Riggs Road Alternative slide, are there any other alternatives besides not going through the Gila River Indian Community that would meet the project's purpose and need? |
| | **CAT Member:** Do you have the numbers showing less traffic using the Riggs Road Alternative? |
| | **Public Written Question:** Riggs Road Option: Aside from going through the Indian Community, why does this option not meet the requirements? What about the Maricopa community having access (the real growth area)? |
| **Profile options along Pecos Road** | **CAT Written Comment:** Were air quality impacts considered for both above and below ground options? |
| **Miscellaneous** | **CAT Member:** I have a question regarding the Regional Transportation Plan. Have we made any steps forward in incorporating the vast growth in northern Pinal County into the Maricopa County RTP? |

**South Mountain Corridor Study**
**Citizens Advisory Team Meeting**
**March 18, 2008**
**Parking Lot Issues Attachment**

RE: Question on excavation of the mountain cuts and excess material.

The following photos are from the construction of the Hoover Dam Bypass Project. They can be found at: http://www.hooverdambypass.org/Const_PhotoAlbum.htm

This first photo shows a number of excavation related activities.

These two photos show front-end loaders removing rubble from the site. The rock trucks would take the material to other parts of the project area to be used in fill areas.

This final photo shows a drilling rig preparing blasting holes in the rock.

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# DRAFT Memo

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| To: South Mountain Project Team | |
| From: Ben Spargo | Project: South Mountain EIS & L/DCR |
| CC: Project File | |
| Date: March 13, 2008 | Job No: TRACS No.: H 5764 01L |

**RE: Profile Options along Pecos Road Section**

## *Amended Below Existing Ground Option – Including Desert Foothills Parkway*

The study team analyzed the impacts of varying the profile of the proposed freeway along the 7-mile-long Pecos Road section. The major impact of putting the freeway below existing ground would be that drainage basins and pump stations would be required to handle on- and off-site drainage. Land needed for basins and pump stations resulted in additional residential impacts and construction and right-of-way costs.

The table below summarizes the impacts of each option.

| **Issue** | **Freeway Above Existing Ground Option** | **Freeway Below Existing Ground Option** (basic drainage plan) |
|---|---|---|
| Residential displacements | 317 | 616 |
| **Total cost** | **$810 million** | **$1.233 billion** |

The results for the Freeway Below Existing Ground Option reflect having the profile built over Desert Foothills Parkway. Based on the initial analysis, the study team determined that keeping the freeway depressed under both Desert Foothills Parkway and the nearby foothills would result in disproportionately high impacts when compared to the remaining sections. Changes to the impacts as presented in the table would include:

- A new 20-acre basin located east of Desert Foothills Parkway would adversely affect approximately 60 residences.
- A basin west of Desert Foothills Parkway would need to be expanded by an additional 40 acres (i.e., from 20 to 60 acres), which would adversely affect approximately 130 additional residences.
- The centerline of the freeway would need to be shifted to the north approximately 20 feet to keep the cut slopes from crossing into the utility easement and across the GRIC boundary. The shift to the north would potentially impact local circulation on Liberty Lane between 24th Street and Desert Foothills Parkway. Retaining walls would potentially be needed to eliminate impacts to Liberty Lane.
- Based on the latest project cost estimating information, right-of-way along this section costs approximately $1.5 million per acre. Therefore, the additional right-of-way would cost over $100 million.
- Major construction items including the basins, pump stations, increased excavation, and retaining walls could cost in the range of $50 million.

The location of the new and expanded basins as well as of the overall right-of-way footprint is shown in the ammended Sheets 3a, 3b, and 3c.

The additional 190 residential impacts and $150 million for right-of-way and construction would represent approximately 40% and 30%, respectively, of the overall increase between the profile options. Remaining above existing ground through the foothills area may also reduce the need for blasting and other construction related impacts. For these reasons, the Amended Below Existing Ground Option – Including Desert Foothills Parkway was removed from the Freeway Below Existing Ground Option.

South Mountain Transportation Corridor Study
Profile Options along Pecos Road Section
Ahwatukee Foothills Village
24th Street
Liberty Lane
Pecos Road
Gila River Indian Community
Amended Below Existing Ground Option
(includes Desert Foothills Parkway section)
Sheet 3a: 24th Street to Desert
Foothills Parkway
Aerial Date: October 2007
Legend
E1 Alternative - Above Existing Ground
E1 Alternative - Below Existing Ground
Drainage detention basin
GRIC Boundary

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DRAFT Memo

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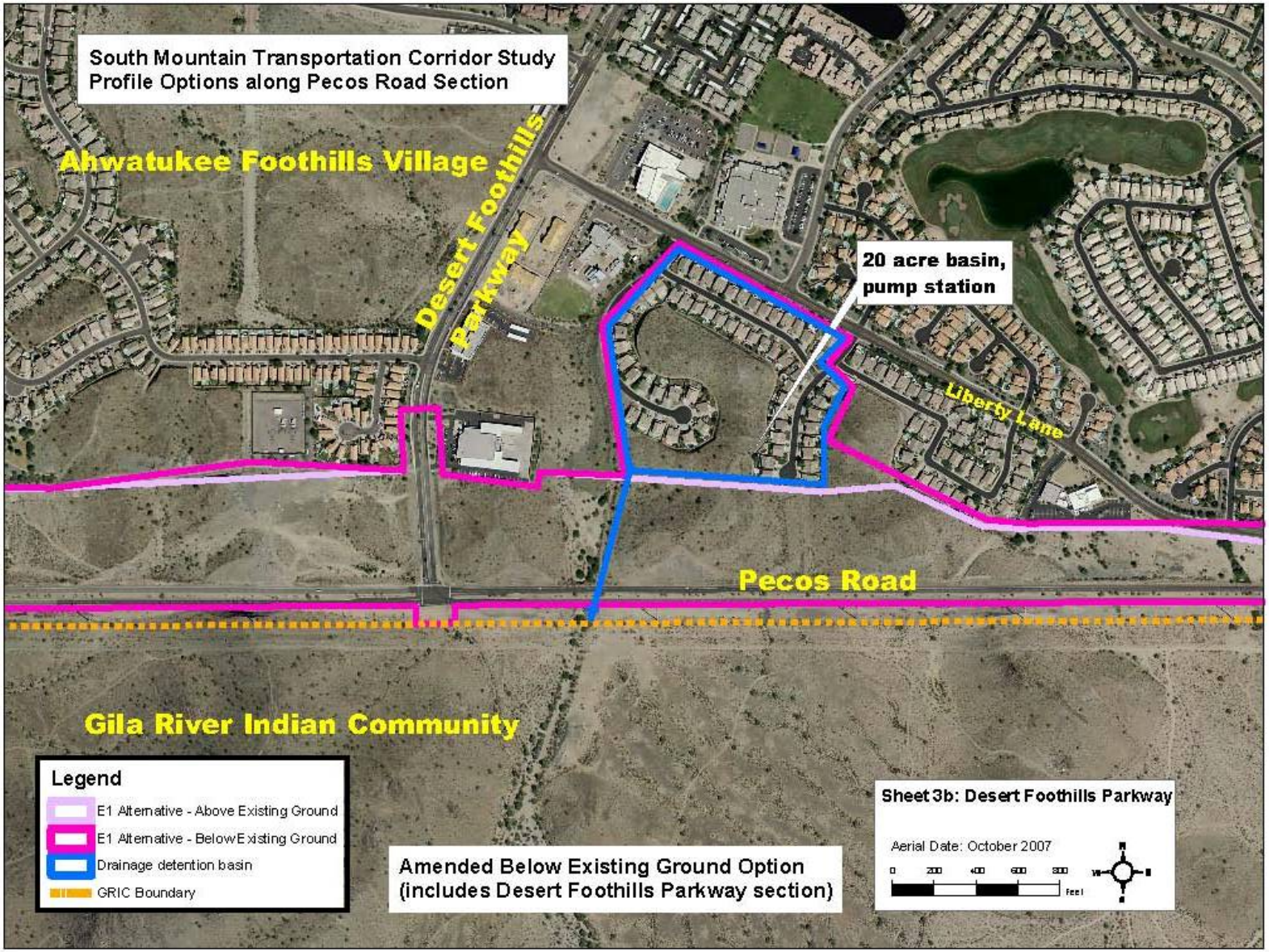

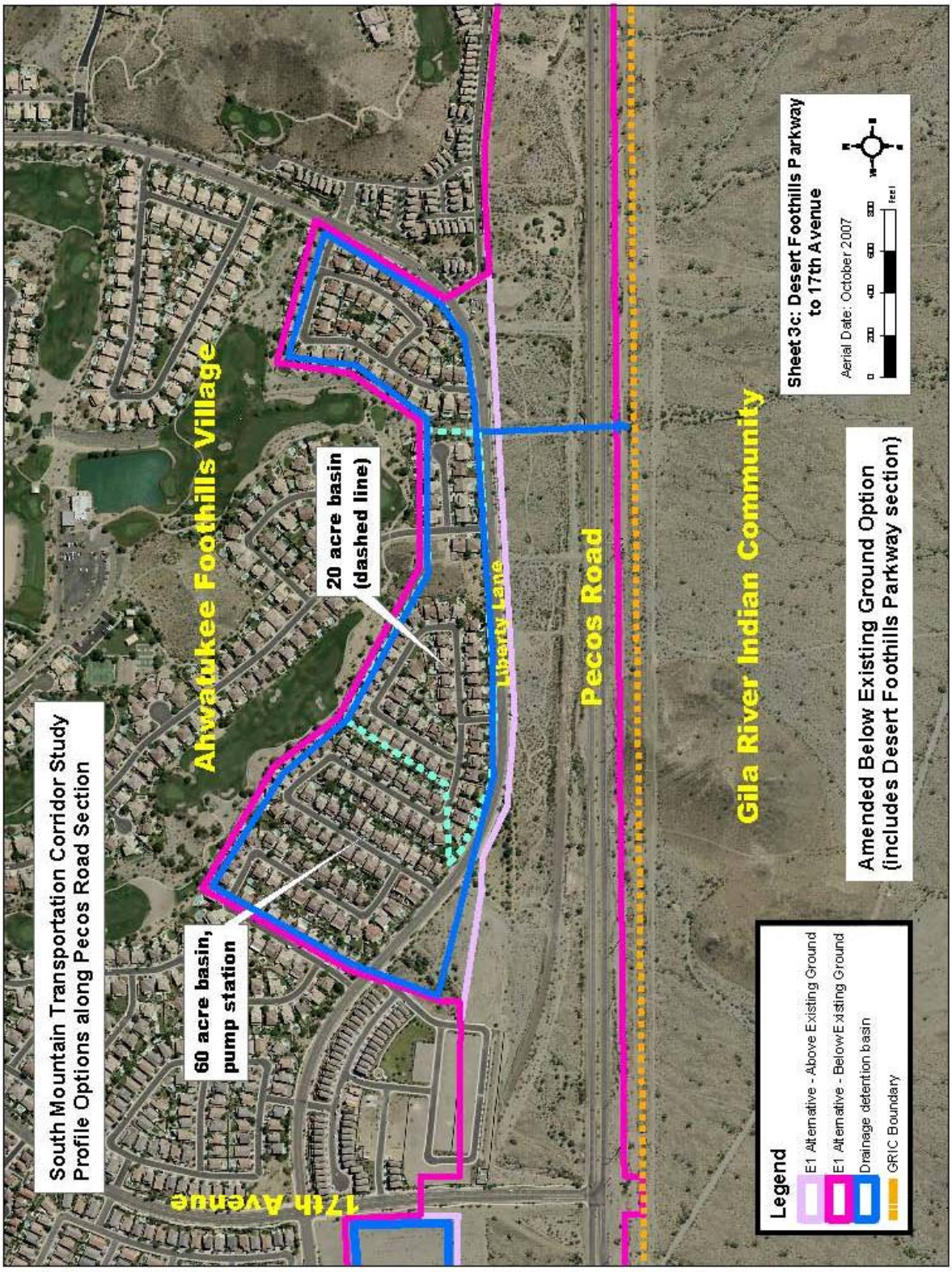
South Mountain Transportation Corridor Study
Profile Options along Pecos Road Section
Ahwatukee Foothills Village
20 acre basin
(dashed line)
60 acre basin,
pump station
Liberty Lane
Pecos Road
Gila River Indian Community
17th Avenue
Amended Below Existing Ground Option
(includes Desert Foothills Parkway section)
Sheet 3c: Desert Foothills Parkway
to 17th Avenue
Aerial Date: October 2007
Legend
E1 Alternative - Above Existing Ground
E1 Alternative - Below Existing Ground
Drainage detention basin
GRIC Boundary